

could have a far reaching impact on our economy and lifestyle the Chamber developed a campaign named "Good Roads For Michigan" campaign, and secured voter approval of a modest bond proposal the proceeds of which would then be used to improve Wayne County's then-woeful roads. Meanwhile, as its membership grew the Chamber found it necessary to expand, and build a modern three-story building as its headquarters.

The Chamber's early success was a sign of things to come. In 1920, Detroit police officer William Potts determined to do something about the problem of automobile traffic, rising at the time in Michigan as elsewhere. With thirty-seven dollars, he created the world's first traffic light, at Woodward and Michigan Avenues in Detroit. At about the same time, African American inventor Garrett Morgan invented the first electric automatic traffic light, providing the prototype on which today's four-way traffic lights are based, and which led the way for the creation of Davison Highway, the nation's very first expressway. The Chamber helped to install these first traffic lights, and through this magnificent technology, helped enhance the economic prospects of Michigan and indeed the world. The Chamber would go on to support the establishment of a train route between Detroit and Washington, D.C., providing a critical link between government and automotive innovation.

The Chamber's leadership has gone far beyond just doing business. In 1965, the Chamber took a dramatic step in favor of the Civil Rights movement, when it published an appeal in support of the United Negro College fund, stating, "We must open the doors of opportunity." The Chamber further distinguished itself in 1975, when it decided to begin offering health insurance plans to companies with under 25 employees. This program remains extremely successful and has provided Detroit small businesses with health insurance for nearly 35 years.

Today, the Detroit Regional Chamber continues its astounding work. Under the leadership of Chairman of the Board Benjamin C. Maibach III, the Chamber strives to improve upon its past successes. It now has over 18,000 members, including the most diverse Board of Directors in its history. They include former Detroit Mayor Dennis Archer, Attorney David Baker Lewis, Dr. Arthur Porter, Frank Fountain, Roderick Gillum, Dr. Irvin Reid, Linda Waters, the Rev. Jim Holley, Yousif Ghafari, John James, Elham Jabiru-Shayota, Dr. Fern Espino, and Dr. J. Carlos Borrego.

I have great respect for the history surrounding the Chamber, and believe its efforts to improve the quality of life for all of Southeast Michigan's residents will continue. There is every reason to believe that the Detroit Chamber's next century will be even more successful than its first.

Mr. DINGELL. Mr. Speaker, I reserve the balance of my time.

Mr. WALDEN of Oregon. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. DINGELL. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. WALDEN) that the House suspend the rules

and agree to the concurrent resolution, H. Con. Res. 215.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

RECOGNIZING THE 100TH ANNIVERSARY OF THE FOUNDING OF THE HARLEY-DAVIDSON MOTOR COMPANY

Mr. WALDEN of Oregon. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 296) recognizing the 100th anniversary of the founding of the Harley-Davidson Motor Company, which has been a significant part of the social, economic, and cultural heritage of the United States and many other nations and a leading force for product and manufacturing innovation throughout the 20th century.

The Clerk read as follows:

H. RES. 296

Whereas in 1903, boyhood friends, hobby designers, and tinkers William S. Harley, then 21 years old, and Arthur Davidson, then 20 years old, completed the design and manufacture of their first motorcycle, with help from Arthur Davidson's brothers, Walter Davidson and William A. Davidson;

Whereas, also in 1903, Harley and the Davidson brothers completed 2 additional motorcycles in a makeshift "factory" shed in the Davidson family's backyard at the corner of 38th Street and Highland Boulevard in Milwaukee, Wisconsin;

Whereas the design features and construction quality of the early Harley-Davidson motorcycles proved significantly more innovative and durable than most other motorcycles of the era, giving Harley-Davidson a distinct competitive advantage;

Whereas in 1905, Walter Davidson won the first of many motorcycle competition events, giving rise to a strong tradition of victory in motorcycle racing that continues today;

Whereas in 1906, Harley-Davidson Motor Company constructed its first building, financed by the Davidsons' uncle James McClay, on the site of the Company's current world headquarters one block north of the Davidson home site, and manufactured 50 motorcycles that year;

Whereas in 1907, Harley-Davidson Motor Company was incorporated and its 18 employees purchased shares;

Whereas in 1908, the first motorcycle for police duty was delivered to the Detroit Police Department, beginning Harley-Davidson's long and close relationship with law enforcement agencies;

Whereas in 1909, to enhance power and performance, Harley-Davidson added a second cylinder to its motorcycle, giving birth to its hallmark 45-degree V-Twin configuration and the legendary Harley-Davidson sound;

Whereas during the years 1907 through 1913, manufacturing space at least doubled every year, reaching nearly 300,000 square feet by 1914;

Whereas Arthur Davidson, during Harley-Davidson's formative years, set up a worldwide dealer network that would serve as the focal point of the company's "close to the customer" philosophy;

Whereas Harley-Davidson early in its history began marketing motorcycles as a sport and leisure pursuit, thus laying the groundwork for long-term prosperity;

Whereas in 1916, Harley-Davidson launched "The Enthusiast" magazine, which today is the longest running continuously published motorcycle magazine in the world;

Whereas also in 1916, Harley-Davidson motorcycles saw their first military duty in skirmishes in border disputes along the United States border with Mexico;

Whereas in World War I, Harley-Davidson supplied 17,000 motorcycles for dispatch and scouting use by the Allied armed forces, and the first Allied soldier to enter Germany after the signing of the Armistice was riding a Harley-Davidson motorcycle;

Whereas by 1920, Harley-Davidson was the world's largest motorcycle manufacturer, both in terms of floor space and production, with continual engineering and design innovation;

Whereas during the Great Depression of the 1930s, the company survived when all but 1 other domestic motorcycle manufacturer failed, on the strength of its product quality, the loyalty of its employees, dealers, and customers, steady police and commercial business, and a growing international presence;

Whereas in 1936, Harley-Davidson demonstrated foresight, resolve, and faith in the future by introducing the company's first overhead valve engine, the "Knucklehead" as it would come to be known, on its Model EL motorcycle, thus establishing the widely recognized classic Harley Davidson look and the company's reputation for styling;

Whereas Harley-Davidson workers in 1937 elected to be represented by the United Auto Workers of America, thus launching a proud tradition of working with Harley-Davidson to further build the company through advocacy and the development of effective programs and policies;

Whereas William H. Davidson, son of the late founder William A. Davidson, became president of Harley-Davidson in 1942 and would lead the company until 1971;

Whereas Harley-Davidson built more than 90,000 motorcycles for United States and Allied armed forces use during World War II, earning 4 Army-Navy "E" Awards for excellence in wartime production;

Whereas Harley-Davidson, during the 1950s and 1960s, recharged its sales and popularity with new models, including the Sportster and the Electra Glide, new engines, and other technological advances;

Whereas the Company developed the concept of the "factory custom" motorcycle with the 1971 introduction of the Super Glide and the 1977 Low Rider, under the design leadership of William "Willie G" Davidson, vice president of Styling and grandson of company founder William A. Davidson;

Whereas since 1980, as a national corporate sponsor of the Muscular Dystrophy Association, Harley-Davidson has raised more than \$40,000,000 through company, dealer, customer, and supplier contributions, to fund research and health services;

Whereas in 1981, a group of 13 Harley-Davidson executives, led by chairman and CEO Vaughn Beals purchased Harley-Davidson from its then corporate parent AMF Incorporated;

Whereas by 1986, Harley-Davidson, against incredible odds, restored the company's reputation for quality and innovation and returned the company to vitality, thus ensuring a highly successful initial public stock offering;

Whereas throughout the 1980s and 1990s, Harley-Davidson became a national role model for positive labor-management relations, product innovation, manufacturing quality and efficiency, and phenomenal growth;

Whereas President Ronald Reagan, President William J. Clinton, and President

George W. Bush all have visited Harley-Davidson manufacturing facilities and extolled the example set by Harley Davidson through its practices;

Whereas the Harley Owners Group, with more than 800,000 members and 1,200 chapters worldwide, is celebrating its 20th anniversary year in 2003 as a driving force in the company's heralded "close to the customer" operating philosophy; and

Whereas Harley-Davidson Motor Company is today the world's leading seller of large displacement (651 cc plus) motorcycles, with annual revenues in excess of \$4,000,000,000, annual motorcycle shipments in excess of 290,000 units, strong international sales, and 17 consecutive years of annual revenue and earnings growth since becoming a publicly held company: Now, therefore, be it

Resolved, That the House of Representatives—

(1) recognizes the achievements of Harley-Davidson Motor Company, widely regarded as a tremendous American business success story and one of the top performing companies in America, as its employees, retirees, suppliers, dealers, customers, motorcycle enthusiasts, and friends worldwide commemorate and celebrate its 100th anniversary milestone;

(2) recognizes the great impact that Harley-Davidson has had on the business, social, and cultural landscape and lives of Americans and citizens of all nations, as a quintessential icon of Americana; and

(3) congratulates the Harley-Davidson Motor Company for this achievement and trusts that Harley-Davidson will have an even greater impact in the 21st century and beyond as a leading force for innovative business practices and products that will continue to provide enjoyment, transportation, and delight for generations to come.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. WALDEN) and the gentleman from Michigan (Mr. DINGELL) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon (Mr. WALDEN).

GENERAL LEAVE

Mr. WALDEN of Oregon. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on this legislation.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Oregon?

There was no objection.

Mr. WALDEN of Oregon. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of H. Res. 296, a resolution recognizing the 100th anniversary of the founding of the Harley-Davidson Motor Company.

The history of the Harley-Davidson Company is the story of an American dream. Four young men began to experiment with the internal combustion engine in a tiny wooden shed. The motorcycle they developed and built goes on to serve for 100,000 miles and under five owners. That is the beginning of a legacy that has lasted a century and continues to go on strong today.

Harley-Davidson is an American institution, Mr. Speaker. The company also has a close tie with the American

law enforcement community and with the U.S. during times of war. Harley-Davidson built motorcycles for the Detroit Police Department in 1906 and went on to build cycles for use by allied forces during World War I and built more than 90,000 motorcycles for the U.S. and allied forces during World War II.

This is a company that has weathered the ups and downs of the American economy, during times of war and of peace. And in keeping with the spirit of the United States, it never gave up, never stopped striving for success and always continued to push forward.

Not only is the Harley-Davidson a strong employer and provider of an excellent motorcycle, the company also has a heart. For 23 years, Harley-Davidson has supported the Muscular Dystrophy Association, raising over \$40 million in company, dealer, customer and supplier contributions. Harley-Davidson hopes to raise a minimum of \$5 million as part of its Road to a Cure during the 100th anniversary celebration.

I urge my colleagues to join me in supporting H. Res. 296, celebrating Harley-Davidson's 100th anniversary, as well as its amazing accomplishments and achievements in providing motorcycles, jobs and excitement over the course of a century.

While I have never been a Harley-Davidson motorcycle owner, I can tell my colleagues that my neighbors are, and they are emphatic about it, I would say nearly addicted, over Harley-Davidson's motorcycles. In fact, one of my neighbors has an antique that he has restored; and it is a gorgeous bike that he rode back to I think it is Sturgis for the big confab of motorcyclists.

So to those Harley-Davidson's riders in this Chamber now, congratulations on a great motorcycle; and to Harley-Davidson, the maker of those motorcycles, congratulations on your centennial.

Mr. Speaker, I reserve the balance of my time.

Mr. DINGELL. Mr. Speaker, I yield myself 3 minutes.

(Mr. DINGELL asked and was given permission to revise and extend his remarks.)

Mr. DINGELL. Mr. Speaker, I commend the distinguished gentleman from Louisiana, chairman of the Committee on Energy and Commerce, for moving this legislation so expeditiously to the House floor.

I rise in support of H. Res. 296, recognizing the 100th anniversary of the founding of the Harley-Davidson Motor Company, a great institution, manufactured great motorcycles and motor vehicles and one which has contributed mightily to American culture, American industry, which has a splendid relationship with the United Auto Workers and with labor. Indeed, their relationship with labor is a role model for labor-management relations and product innovation, as well as manufacturing quality and efficiency.

My constituents enjoy their vehicles; and I commend Harley-Davidson on its 100th anniversary, wish it great success in the next 100 years.

Mr. Speaker, with great pride and pleasure, I yield 3 minutes to the gentleman from Wisconsin (Mr. KLECZKA), my distinguished friend, a great Member of Congress, with my thanks and commendation for introducing this legislation.

Mr. KLECZKA. Mr. Speaker, let me thank the gentleman from Michigan (Mr. DINGELL) for yielding time and also to recognize the gentleman from Louisiana (Mr. TAUZIN), the chairman of the committee, for expediting this resolution through the Committee on Energy and Commerce.

Mr. Speaker, the resolution before the House today recognizes the 100th anniversary of the Harley-Davidson Motor Company. In 1903, four men, William Harley and brothers Arthur, Walter and William Davidson, completed work on their first motorcycle in a small shed in Milwaukee, Wisconsin. The company founded that day has gone on to produce the world's finest and most popular motorbikes. Today, Harley-Davidson has 8,168 employees throughout the country, with nearly 4,000 working in Wisconsin.

What started as a small business at the beginning of the last century soon developed into the largest motorcycle producer in the country. Harleys can be seen at nearly every turn in recent American history.

During World War I, Harley-Davidson supplied most of the 20,000 motorcycles used by the Armed Forces. The day after the armistice was signed, Corporal Roy Holtz of Chippewa Falls, Wisconsin, was the first American to enter Germany. He was riding a Harley-Davidson.

During World War II, Harley-Davidson suspended production of its civilian motorcycles. The company produced some 90,000 motorcycles for U.S. soldiers and was awarded four Army-Navy "E" Awards for excellence during wartime and for their wartime production.

In 1953, Harley-Davidson became the sole U.S. motorcycle manufacturer, a distinction it would hold for the next 46 years.

□ 1715

During this time, Harley produced some of its most innovative designs. The first Sportster was offered, which premiered a 55-cubic inch overhead valve engine.

Also the Super Glide and the Super Glide II were introduced with a rubber-isolated, 5-speed powertrain and welded stamp frame. Additionally, the Ultra Classic Electra Glide debuted. This motorcycle became the first Harley to include sequential port electronic fuel injection.

To celebrate its 100th anniversary, Harley-Davidson has planned a 3-day gala beginning on August 28 in Milwaukee, Wisconsin. It will include exhibits on design and manufacturing of

the Harleys, music, fireworks and ceremonies on Lake Michigan, and a parade of 100,000 Harleys through downtown Milwaukee. Leading up to the festivities will be events in every corner of the country.

Harley-Davidson is a remarkable corporation that demonstrates American ingenuity, dedication, and workmanship. I urge my colleagues to join me in honoring Harley-Davidson for the jobs they create, the quality of the products they manufacture, and their lasting contributions to motorcycling in this country and around the world.

Mr. WALDEN of Oregon. Mr. Speaker, I yield such time as he may consume to the gentleman from Wisconsin (Mr. RYAN).

Mr. RYAN of Wisconsin. Mr. Speaker, I thank the chairman on the Committee on Energy and Commerce for expediting this bill, and I thank the gentleman from Wisconsin (Mr. KLECZKA) for drafting this legislation and moving it through the committee and bringing it here to the floor today.

I represent the First Congressional District of Wisconsin, which is just below Milwaukee. We in our area have a number of the employees that work for Harley. We have the distribution center in Franklin. We also make Buell motorcycles, which is a division of Harley-Davidson. Eric Buell, an entrepreneurial upstart, started Buell Motorcycles, it is now a part of Harley, and that is very much in keeping with the tradition of Harley-Davidson. We have 4,000 employees just in the Milwaukee area who are so proud to produce Harley-Davidson motorcycles.

Harley-Davidson is an icon in the American culture. They more than just represent the American idea and dream of entrepreneurship, of starting a business in a woodshed in Milwaukee in 1903, and bringing it to a wonderful corporation providing a lot of jobs and pleasure.

Mr. Speaker, more than that, Harley-Davidson is America. It is America because it brings our beautiful hogs all around the world. It is an ambassador of some of the greatest craftsmanship of America. What is occurring this year on its 100th-year anniversary is events are taking place not just in Wisconsin, not just in America, but events are taking place all over the world to celebrate the 100th-year anniversary of this wonderful motorcycle, all of which are culminating in a huge event at the end of August in Milwaukee, Wisconsin. We are anticipating 10,000 motorcycles to ride in on that weekend with 200,000 people coming.

I want to add my voice to the rest of those who have spoken today to commemorate Harley-Davidson, an American icon in our culture, something which has been there to provide for our American defense forces in World War I and World War II, has provided great jobs and given a lot of pride to the workers, and something that has given great pride to the riders and owners who restore these beautiful Harley-Davidson motorcycles.

Mr. KIND. Mr. Speaker, I rise today to recognize the 100th anniversary of the founding of the Harley-Davidson Motor Company, an institution that has been a significant part of the social, economic, and cultural heritage of the United States.

Harley-Davidson is special to Wisconsin. In 1903, William S. Harley and Arthur Davidson designed and produced their first motorcycle. They continued to manufacture motorcycles, with help from Walter and William Davidson in Milwaukee, Wisconsin, and soon the city became headquarters for the Harley-Davidson Motor Company.

Since the first small shop opened a century ago, Harley-Davidson has designed and produced millions of motorcycles enjoyed by people all over the globe. From the first V-twin powered motorcycle in 1909 to the Softail Deuce in 2003, Harley-Davidson has proven itself to be a leader in technological innovation, a tradition we hope will continue for years to come.

Mr. Speaker, Harley-Davidson has come to the service for this country when asked and without hesitation. During World War I, the company supplied 17,000 motorcycles for dispatch and scouting use by the Allied armed forces. In fact, the first Allied soldier to enter Germany after the signing of the Armistice was riding a Harley. At the outbreak of World War II, the company almost entirely suspended its civilian line in favor of military production. By war's end, almost 90,000 motorcycles were produced for the military.

When we constantly hear stories of corporate greed and misconduct, it is refreshing to have a company like Harley-Davidson leading by example by donating millions to reputable charities. For example, since 1980 the company has been a national corporate sponsor of the Muscular Dystrophy Association, raising more than \$40 million to fund research and health services.

The impeccable craftsmanship and high-reliability of Harley-Davidson motorcycles is evident in the company's intensely loyal fan base. Since its inception 20 years ago, the Harley Owners Group, affectionately known as "H.O.G.," has grown to more than 800,000 members and 1,200 chapters worldwide.

Mr. Speaker, I want to take this opportunity to congratulate the 8,168 employees, over 4,000 of which are in the great state of Wisconsin, Harley-Davidson for their 100 years of hard work and dedication. Each of them is part of a company that has enjoyed a long, rich history and tradition. I know I stand with the rest of my colleagues in wishing Harley-Davidson the best of luck for the next 100 years.

Mr. SENSENBRENNER. Mr. Speaker, today I rise to express my strong support for H. Res. 296, which recognizes the 100th anniversary of one of America's greatest companies—the Harley-Davidson Motor Company.

For one hundred years, Harley-Davidson has been a testament to American hard work, perseverance, and ingenuity. Today, Harley-Davidson remains an American institution and is recognized all over the world as the manufacturer of the best motorcycles in the world.

Born in Milwaukee, Wisconsin, the company retains its domestic roots by maintaining production facilities in Missouri, Alabama, Pennsylvania, and, of course, Wisconsin. I am proud to have in my district, Harley-Davidson powertrain operations in Wauwatosa and

Menomonee Falls, and a product development center in Wauwatosa.

I am pleased to echo the sentiments of former President Ronald Reagan, who called Harley-Davidson "an American success story". To all the members of the Harley-Davidson family, please allow me to express my sincerest congratulations on the 100th anniversary of this great American company.

Mr. WALDEN of Oregon. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. DINGELL. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. HASTINGS of Washington). The question is on the motion offered by the gentleman from Oregon (Mr. WALDEN) that the House suspend the rules and agree to the resolution, H. Res. 296.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the resolution was agreed to.

A motion to reconsider was laid on the table.

BURMESE FREEDOM AND DEMOCRACY ACT OF 2003

Mr. LEACH. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2330) to sanction the ruling Burmese military junta, to strengthen Burma's democratic forces and support and recognize the National League of Democracy as the legitimate representative of the Burmese people, and for other purposes, as amended.

The Clerk read as follows:

H.R. 2330

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Burmese Freedom and Democracy Act of 2003".

SEC. 2. FINDINGS.

Congress makes the following findings:

(1) The State Peace and Development Council (SPDC) has failed to transfer power to the National League for Democracy (NLD) whose parliamentarians won an overwhelming victory in the 1990 elections in Burma.

(2) The SPDC has failed to enter into meaningful, political dialogue with the NLD and ethnic minorities and has dismissed the efforts of United Nations Special Envoy Razali bin Ismail to further such dialogue.

(3) According to the State Department's "Report to the Congress Regarding Conditions in Burma and U.S. Policy Toward Burma" dated March 28, 2003, the SPDC has become "more confrontational" in its exchanges with the NLD.

(4) On May 30, 2003, the SPDC, threatened by continued support for the NLD throughout Burma, brutally attacked NLD supporters, killed and injured scores of civilians, and arrested democracy advocate Aung San Suu Kyi and other activists.

(5) The SPDC continues egregious human rights violations against Burmese citizens, uses rape as a weapon of intimidation and torture against women, and forcibly conscripts child-soldiers for the use in fighting indigenous ethnic groups.

(6) The SPDC is engaged in ethnic cleansing against minorities within Burma, including the Karen, Karenni, and Shan people,